

ran to, and to the track between the bridge and entrance to the stables, but he finally got into the road and ran across the Hongkong Football Club Ground, turning into the road leading to the Metropole Hotel.

SAILORS' RACE: First prize, \$25; second, \$15; third, \$10. Once round.

Eleven blue-jackets found mounts, and after a lot of trouble started. Two or three were dismounted going around, but none were hurt.

NOTES ON 1898 RACES.

BY SPECK TATER.

In the way of sport, Hongkong's biggest annual event—the Race Meeting—has come and gone. The day before the commencement rain poured incessantly, and the first day opened with a cloudy sky and threatening rain, and before the ten events were over it came down copiously, fairly drenching those unable to obtain shelter.

As is usual on all such occasions, quiet betting was indulged in, some people finishing up far wealthier than when they started, but others regretting their ill luck. What upset calculations and anticipations to a great extent was the condition of the course, which was decidedly heavy on the first day, but it improved on the second, and was still better, if not ideal, at the wind up.

Owing to the heavy nature of the course no fast times were made, which could not be expected; and, as far as upsets or surprises were concerned, there were several. Perhaps the biggest miscalculation as to its result was that of the *Deering* as at the last, being three less. For days previous *Obi* was the favourite, although many fancied *Aberdeen*; but when the race was run and Mr. Buxey's *Wild Rose* ran in an easy first by eight lengths, the surprise was great indeed. But the win was a popular one, for Mr. Buxey has coveted the honour of being the owner of the winner since 1896. The time—3:29—was far slower than *Yenes's* at last year's meeting—3:14. Another win also fell to Mr. Buxey, his *Meteor* Rose securing the Comrades' Cup.

The first race of the day started the surprises, when Captain Lambton's *Ute* won. The pony was considered an entire outsider, but Moller rode him home an easy winner.

A splendid exhibition of riding was given on the same day by Mr. Durkell, who rode three firsts to the winning post—Mr. Derrick-Hunter's *Sandstorm* (Victoria Stakes), *Ultimatum* (Valley Stakes), and *Charger* (Lusitano Cup).

Mr. Newcome, a new-comer, entered his pony *Ute* for the Encouragement Stakes, but the animal threw Mr. Green before starting and bolted back to his stable, so did not run in that race. It was just as well, for he made but a poor show when running the next day.

Mr. Peel's *Yellow Dwarf* was a disappointment, for after winning the Maiden Stakes, Master up, the pony made poor running in any of the following events.

For the German Cup, on the second day, the *Prince* was fancied, but although running well right through the race, Messrs. McKie & Gove's *Strathmore* won by a ridiculously easy event by a good twelve lengths, Crawford up.

The winner of the Jockey Cup created a surprise. Out of a field of ten starters, Mr. Lewis's *Chaffinch* won a hard race by about three lengths, Mr. Owen (a Yokohama jockey, I believe), being the successful rider.

Forest King, owned by a Shanghai gentleman under the name of Mr. Glenday, was fancied for the Navy Cup; but Mr. Buxey's *White Rose*, the winner of the Derby, beat the northern pony by three lengths, a disappointment to the owner of *Scotsman*, who created such a surprise by winning the Challenge Cup and the Championship Races at Shanghai last Autumn.

The same owner experienced another reverse in the race for the Tai Yauk Fong Cup, *Aberdeen* being only able to make it a dead heat with *Strathmore*. This event caused more excitement than any during the meeting, and spectators loudly shouted the ponies' names in turn as the animals sped up the home straight.

The Professional Cup was won by last year's winner, the Hon. J. J. Bell-Ing's *Pineapple*; but, owing to the heavy state of the course, the time was not as good as last year's by 10 seconds. The win was a popular one.

The biggest event on the third day was for the Championship, which brought out twelve starters, and the finish was a grand struggle between *Forest King* and *Tyne*. *Yellow Dwarf* was the favourite, however, but the "Pantomime" did not make a good show, either in this race or for the Ladies' Purse. The positions of the leaders changed considerably until half the distance up the home straight: had been traversed, and then *Forest King* went to the front; but *Tyne*, certainly the best pony at the meeting, opened out into his long and grand stride and beat Mr. Piele's (Mr. Glenday's) *Forest King* by half a length. *Tyne* also won the Challenge Cup easily by three lengths. Mr. Hopeful must certainly feel proud in possessing such a splendid racer. Mr. W. W. Cox was the successful jockey on both occasions.

Strathmore won the Governor's Cup with a penalty of 10 lbs., and the performance of Mr. Crawford in riding off the pony with such a penalty is highly commendable. *Strathmore* won the race last year, and the cup now becomes the property of Messrs. McKie & Gove. Mr. Derrick-Hunter's *Sandstorm* ran well and secured the much-coveted Ladies' Purse. Mr. Burkill being the successful rider.

Taking everything into consideration, the meeting was very successful, and all the arrangements for the occasion were highly satisfactory, except for the press. For those representing it, nothing was done to help them in any way. Not even a place in which to write; they had to "squat down" in any spot convenient and scribble as best they could. What about it, I may as well "pitch" it into the Club, and I am sure the public will not have a very good opinion of it, when I say that entrance tickets were not sent to the officers. And again, although we are not hard up as to be unable to pay for a lift, the Club does not assist. Keep the dollars in your pocket, newspaper men, and we'll provide for you—or either. "If you feel like taking a little stimulant, the bar is open." The two latter items are not anxious about, but I do think a table and a private place in sight of the toll-stall might be provided, for it is no light work to run here.

and there to obtain necessary information for a report of 30 events.

Name	No. of horses	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Mr. John Peel	39	5	7	9	21																										
Buxey	28	3	6	7	16																										
Derrick-Hunter	25	5	1	2	8																										
Messrs. McKie and Gove	10	3	4	1	1																										
Mr. Glenday	8	3	4	1	8																										
Hopeful	11	3	0	1	4																										
David	13	2	2	1	5																										
Capt. Lambton	12	1	1	2	4																										
Mr. J. H. Lewis	13	1	0	0	1																										
Ellis Kelly	4	1	0	0	1																										
G. H. Potts	4	0	1	1	2																										
Tierce	5	1	0	0	1																										
Orr	4	1	0	0	1																										
Pogose	4	0	1	1	2																										
Arnold	4	0	0	0	1																										
Jay	4	0	0	0	1																										
Robert Gordon	2	0	0	0	1																										
Newcome	2	0	0	0	1																										
Darius	1	0	0	0	1																										

Table of Jockeys, showing number of races ridden, number of wins, and number of times placed.

Name	No. of races ridden	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Mr. Burkill	23	6	1	1	8																										
Master	24	5	7	7	19																										
Cumming	19	5	5	3	13																										
Crawford	16	4	4	4	12																										
Willemtier	27	3	7	6	16																										
W. W. Cox	14	3	0	1	4																										
Moller	16	2	1	3	6																										
Reynold	13	2	1	1	5																										
Owen	3	1	0	0	1																										
P. A. Cox	15	0	0	2	2																										
Green	3	0	1	0	1																										
Cruikshank	10	0	0	1	1																										
Newland	1	0	0	0	0																										
Walwyn	1	0	0	0	0																										
McClure	1	0	0	0	0																										
Riddler	1	0	0	0	0																										
Rapier	1	0	0	0	0																										
Keys	2	0	0	0	0																										
Brace	1	0	0	0	0																										
West	1	0	0	0	0																										

Table of Ponies, showing number of races run in, number of wins, and number of times placed.

Name.	No. of races run in	1st.	2nd.	3rd.	No. of times placed.
Sandstorm	3	3	0	0	3
Tyne	3	3	0	0	3
Yellow Dwarf	4	2	0	0	2
Strathfleur	4	2	1	1	4
Strathmore	4	2	2	0	4
Aberdeen	5	2	1	0	3
Jim Crack	6	1	1	1	3
Montebello	3	1	1	1	3
White Rose	4	1	1	1	3
Wild Rose	4	1	1	1	3
Pineapple	3	1	0	2	3
Forest King	4	1	3	0	4
Ultimatum	3	1	0	2	3
Meteor Rose	3	1	0	1	2
Ute	3	1	0	0	1
Rookwood	4	1	0	0	1
Sidra	3	1	0	0	1
Variety	5	1	0	0	1
Douglas	3	1	0	0	1
Century	3	1	0	0	1
Charger	3	1	0	0	1
The Prince	4	1	0	1	2
Chaffinch	3	1	0	0	1
Dunrobin	4	0	2	0	2
Blush Rose	3	2	0	0	2
Mencij	3	0	1	2	3
Seaweed	3	0	1	1	2
Quemoey	4	0	1	2	3
Rose de France	3	0	1	2	3
Grasshopper	3	0	1	2	3
Tourist	4	0	1	1	2
Tocsin	4	0	2	0	2
Ten Rose	2	0	1	1	2
Queensberry	2	0	1	0	1
Jim Grog	2	0	1	0	1
Calington	2	0	0	1	1
Mainstay	3	0	0	1	1
Obi.	4	0	0	1	1
Strathgaw	3	0	0	1	1
Straightaway	4	0	0	1	1
Traveller	3	0	0	1	1
Tube Rose	3	0	0	1	1
Wood Rose	2	0	0	0	0
Minstrel	5	0	0	0	0
Woodcock	1	0	0	0	0
Athos	3	0	0	0	0
Grief	3	0	0	0	0
Amoy	4	0	0	0	0
Reveler	4	0	0	0	0
Ivanhoe	2	0	0	0	0
The Wizard	6	0	0	0	0
Centipede	4	0	0	0	0
Glenmore	2	0	0	0	0
Concession	3	0	0	0	0
Amur	3	0	0	0	0
Bourbon Rose	2	0	0	0	0
Blizzard	3	0	0	0	0
Strathmist	3	0	0	0	0
Unl'	2	0	0	0	0
Yenisei	2	0	0	0	0
Orwell	1	0	0	0	0
Alder	1	0	0	0	0
Earl Marshall	1	0	0	0	0

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	Thursday, 2nd March, at 4 P.M.
OMI MARU	NAGASAKI, KOBE and YOKO.	Friday, 3rd March, at 1 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c. apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 15th February, 1899.

[6]

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CARLOWITZ & CO.,

SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

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NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from "alongside."

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 20th February, 1899. [4]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENJAMIN."

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd January, 1899. [255]

CARLOWITZ & CO. VENEZIANI'S

Used for over 20 years.
With the United States.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agent for China,
LITIGENS, EINSTEIN & Co.,
Hongkong, 4th September, 1898. [19]

F. BLACKHEAD & CO.,

SHIPBUILDERS, SHIPMAKERS,
COAL AND PROVISION MERCHANTS,
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AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
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FERGUSON'S SPECIAL CREAM
and
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WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

NOTICE.

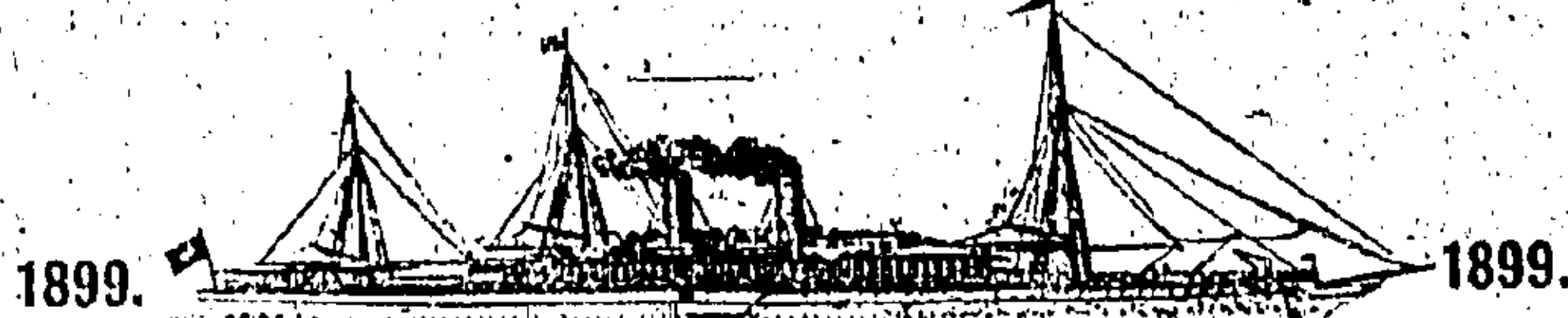
THE BEST PREVENTIVE OF ALL
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FLUID
THE BEST
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AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

Mails.

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ROYAL MAIL STEAMSHIP LINE.

1899. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships, 6,000 Tons, 10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th February, 1899. [5]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, HONOLULU AND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 4th March, at Noon.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Thursday, 30th March, at Noon.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 25th April, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, LITTY, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States, have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Tacoma, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. [1310]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG AND all Ports in JAPAN.

Agents—

Milki Coal Mines.

Ohnuma Coal Mines.

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Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagawa Cotton Spinning Mill, Japan.

The Millie Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1898. [45]

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-
AMERICA LINE.

(Fast Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SILESIA	HAVRE, HAMBURG/BREMEN.	About 13th March. Freight and Passage.
Belona	(LONDON with transshipment in HAMBURG)	March. Freight.
SUEVA	HAVRE, HAMBURG/BREMEN.	About 22nd March. Freight.
WITTENBERG	(LONDON with transshipment in HAMBURG)	March. Freight.
Madsen	(LONDON with transshipment in HAMBURG)	About 30th March. Freight.
NURNBERG	HAVRE, HAMBURG/BREMEN.	About 8th April. Freight.
V. Binzer	(LONDON with transshipment in HAMBURG)	April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899. [981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 14th March, at Noon.

City of Peking, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Saturday, 8th April, at Noon.

China, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 2nd May, at Noon.

THE U. S. Mail Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight, for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States, have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Tacoma, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. [1310]

NORTH PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Gibson, 1899. [1310]

Olympia, 1899. [1310]

Victoria, 1899. [1310]

Tacoma, 1899. [1310]

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox, 1899. [1310]

Columbia, 1899. [1310]

Monmouth, 1899. [1310]

Lenox, 1899. [1310]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to or from points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th February, 1899. [4]

FOR SAN FRANCISCO.

THE 100-A1 British Bark

"QUEEN MARGARET"

Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd January, 1899. [1310]

BUTTERFIELD & SWIRE.

Agents, Hongkong, China and Japan.

Hongkong, 17th February, 1899. [1310]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, To-morrow, 26th Feb., at Daylight.

Coptic, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 21st March, at Noon.

Gaelic, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Saturday, 15th April, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, TO-MORROW, the 26th February, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. [1310]

Hongkong, 16th February, 1899. [1310]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAMSHIP FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT